

AMENDMENTS TO THE SPECIFICATION:

Page 1, please add the following new paragraphs before paragraph [0001]:

[0000.2] CROSS-REFERENCE TO RELATED APPLICATIONS

[0000.4] This application is a 35 USC 371 application of PCT/DE 03/01763
filed on May 30, 2003.

[0000.6] BACKGROUND OF THE INVENTION

Please replace paragraph [0001] with the following amended paragraph:

[0001] ~~Prior Art~~ Field of the Invention

Please replace paragraph [0002] with the following amended paragraph:

[0002] The invention is ~~based on a~~ directed to an improved fuel injection device for internal combustion engines. ~~as generically defined by the preamble to claim 1. In a fuel injection device of this kind, known for instance from German Patent Disclosure 100 39 215 A1, the nozzle needle of a fuel injection valve is opened or closed as a function of the pressure prevailing in a control chamber. The control chamber, connected permanently to the high-pressure side, can communicate with the low-pressure side by means of a 2/2-way control valve embodied as a double seat valve and can thereby be pressure-relieved. However, in this fuel injection device, injection course shaping is not possible.~~

Please add the following new paragraph after paragraph [0002]:

[0002.2] Description of the Prior Art

Please add the following new paragraph after paragraph [0002.2]:

[0002.4] In a fuel injection device of the type with which this invention is concerned, known for instance from German Patent Disclosure 100 39 215 A1, the nozzle needle of a fuel injection valve is opened or closed as a function of the pressure prevailing in a control chamber. The control chamber, connected permanently to the high-pressure side, can

communicate with the low-pressure side by means of a 2/2-way control valve embodied as a double seat valve and can thereby be pressure-relieved. However, in this fuel injection device, injection course shaping is not possible.

Please replace paragraph [0003] with the following amended paragraph:

[0003] ~~Advantages of the Invention~~

SUMMARY AND ADVANTAGES OF THE INVENTION

Please replace paragraph [0004] with the following amended paragraph:

[0004] The fuel injection device of the invention ~~having the definitive characteristics of claim 1~~ has the advantage over the prior art that the pressure prevailing in the control chamber is suppressed variously quickly by activation or deactivation of the outlet throttle, and injection course shaping can therefore be performed.

Please replace paragraph [0005] with the following amended paragraph:

[0005] Further advantages and advantageous features of the subject of the invention ~~can be learned from the description, drawing and claims~~ **are disclosed**.

Please replace paragraph [0006] with the following amended paragraph:

[0006] ~~Drawing~~ **BRIEF DESCRIPTION OF THE DRAWINGS**

Please replace paragraph [0007] with the following amended paragraph:

[0007] Two preferred exemplary embodiments of the fuel injection device of the invention **are described herein below, with reference the drawings, in which:** ~~; with a 3/3-way control valve designed as a double seat valve, are schematically shown in the drawing and explained in further detail in the ensuing description. Shown are:~~

Page 2, please replace paragraph [0008] with the following amended paragraph:

[0008] Fig. 1[[,]] **schematically illustrates** the fuel injection device of the invention, with a double seat valve, which controls the pressure in a control chamber, in its upper valve position;

Please replace paragraph [0009] with the following amended paragraph:

[0009] Fig. 2[[,]] **shows** the double seat valve of Fig. 1, in its middle valve position;

Please replace paragraph [0010] with the following amended paragraph:

[0010] Fig. 3[[,]] **shows** the double seat valve of Fig. 1, in its lower valve position; **and**

Please replace paragraph [0011] with the following amended paragraph:

[0011] Fig. 4[[,]] **shows** the fuel injection device of Fig. 1, with one additional inlet throttle.

Please replace paragraph [0012] with the following amended paragraph:

[0012] ~~Description of the Exemplary Embodiments~~

DESCRIPTION OF THE PREFERRED EMBODIMENTS

Please replace paragraph [0015] with the following amended paragraph:

[0015] The control valve 6 has a valve body 9, embodied as a valve ball, which is axially adjustable in a valve chamber 10 between two coaxial, annular valve seats 11, 12, by means of an actuator 13, for instance a piezoelectric actuator. The lower valve seat 11, in terms of Fig. 1, is provided between a first outlet conduit 14 of the control chamber 2 and the valve chamber [[9]] **10**, and the upper valve seat 12 is provided between the valve chamber [[9]] **10** and the low-pressure outlet line 7. The valve chamber [[9]] **10** is permanently connected to the control chamber via a second outlet conduit 16 that has an outlet throttle 15; the outlet throttle 15 on the high- pressure side has a greater throttle resistance, for instance a smaller throttling opening, than the outlet throttle 8 on the low-pressure side. By means of the actuator 13, the valve body 9 can be displaced into an upper, middle, or lower valve position.

Page 3, please replace paragraph [0018] with the following amended paragraph:

[0018] In its lower valve position shown in Fig. 3, the valve body 9 closes the valve opening of the lower valve seat 11, and as a result the pressure suppression from the control chamber 2 into the valve chamber 10 is effected solely via the second relief conduit 16. The pressure suppression speed is determined primarily, because of its greater throttle resistance, by the outlet throttle 15 on the ~~high-low-pressure~~ **high pressure** side.

Page 4, please add the following new paragraph after paragraph [0020]:

[0021] The foregoing relates to a preferred exemplary embodiments of the invention, it being understood that other variants and embodiments thereof are possible within the spirit and scope of the invention, the latter being defined by the appended claims.